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CENTRAL INTELLIGENCE AGENCY

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1. In late December 1949 the total labor force of the Neptun Shipyard was 6,470. There is an acute shortage of skilled shipwrights. The work force strength and personnel of the shipyard were listed as was the equipment in the shipbuilding shed of department 107. (1)

2. The herring drifters built at the shipyard on reparations account for the Soviets are all-steel ships requiring about 20,000 man-hours for the shipbuilding part. Specifications of these craft are: gross tonnage: 320-350 GRT; length: 32 meters; molded depth: 6.3 meters; beam across camber: 7.2 meters; camber: 125 mm; change of frames: at frames 35/36; standard frame spacing: 365 mm; deck sheer from middle of ship's length to forward and after end of ship: about 1½ meters.

3. The drifters are powered by Wolff-Buckau or Imperial Diesel engines. The engine power is allegedly 360 HP. They are equipped with a large and small generating set and an echo depth sounder. There are oiltight bulkheads at frames 19 and 20, and frames 23 and 24; watertight bulkheads at frames 29 - 42 - 56 - 71; chain locker between frames 71 and 73; collision bulkhead at frame 73; continuous main deck from frame 7 to stem; engine room from frame 7 to frame 19 or 20; main deck house from frame 7 to frame 20; wheel house atop from frame 15 to frame 21; poop-deck house from frame 0 to frame 7 (continuous bulkhead); main-deck plating 8 mm, doublings on main deck 15 mm.

4. The material can be used only after release by the Soviet supervising committee. The Germanische Lloyd shipping company has no influence in this matter. The material for plating is almost exclusively "Steel-4", most of it coming from the Western Zone. Material for frames is taken from available stocks, scantlings 65 x 100 x 7 - 10 mm, or the dimensions are cut to shape from available material.

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5. All skin seams for the drifters are lap-riveted longitudinally but all transverse seams are welded. All deck seams are electrically welded. In the craft ordered for 1950, the deck is welded in complete sections. The stern from frame 7 to the sternpost, and the fore peak from frame 73, including the chain locker, are also built in sections and put on in the slip. The oil bunker is subdivided by a center-line bulkhead, 8 mm thick, and 2 shifting boards 2,100 mm high are fitted to the lower edge of the main deck. The material of the bar keel is 15 mm thick and 250 mm wide. Stem part I (lower part) material 20 mm, part II (upper part) material 15 mm thick. The Stern scarf scantling is 12 mm. The cask hold is between the frames 29 and 42, hatch in the center line; from frame 42 to 56 is the fish hold with one hatch on each side, port and starboard. These holds are stiffened by welding together tubular pillars and channel irons leading from the middle deck to the lower edge of the deck beam and welded to the latter.

6. The frames and decks are made in the shipyard itself but the other constructional parts are manufactured by other firms, such as EKM-Bitterfeld, assembly of deck houses and other assembly work Dietrich-Firm, Calbe on the Saale River, bulkhead walls, Schweriner Industriewerke, individual construction of deck houses. The electrical installations are furnished by the VEM in Rostock and the marine accessories by the VVW in Rostock, both nationalized plants.

7. The production quota for 1950 was 80 drifters. By 31 December 1949 the production was eight drifters, of which construction numbers 653 to 660 were finished. To increase the production it is planned to effect some new machines, among others a 12-meter roller shears, and to recondition building slip 3. The former motor vehicle shed will be converted to a tracing shop and the shipbuilding shed lengthened by about 60 meters. The former smokestack building has been newly concreted and is used for a section building in connection with the drifter-building program. Two new cranes, each capable of lifting three tons, have already been erected and need the motors. The construction of the slip cranes for building slip 3 has been started. The management and administration moved to the former Commercial School opposite the shipyard, the shipbuilding department to the former Soviet quarters in the upper story of the motor vehicle shed.

8. Aside from the production quota of 80 drifters it is intended to equip the yard with machines and subject it to such constructional alterations as to enable the yard to start the construction of 15 steam trawlers with an aggregate tonnage of 5,000 GRT. This may be done in 1950.

9. The machine and tool equipment of the yard are entirely inadequate and hardly meet the requirements of a plant employing 900 to 1,000 workmen. Part of the machinesin the building shed are out of date, being built in 1904; part of them were made in the Soviet Zone (steel manufacture) and are not capable of using the power produced in this plant.

10. Due to the lack of expert personnel, especially shipwrights, the employment of skilled workers at all times is indispensable. Work hours of from 12 to 14 hours per day are no exceptions for skilled workers. To date the earnings corresponded to the average margin of the years of 1940 to 1944. However, as a result of new standards, fixed on the basis of technical considerations, they will be uncertain after 1 January 1950. (2)

11. Work on the two destroyers Z-8 and Z-4 is being accelerated. The Z-8 has been undergoing steam trials since 20 March 1950 and is scheduled to make a trial run about 1 April 1950. This trial run was once postponed since the destroyer had to be accepted first by a so-called "General Commission" in order to avoid the occurrence of the same defects as experienced with the destroyer Provorny previously delivered. (3) It is believed that the destroyer Z-8 will be ready in April unless unforeseen technical difficulties are encountered. Steam trials have not yet been

made by the destroyer Z 4. Work on a scheduled third destroyer has not been started.

12. An engineer of the yard told some workmen who had worked on the Provorny that she had another boiler breakdown at sea after she was delivered.

13. A special vessel is also being built in the yard. The great number of antennas is a characteristic feature of this vessel, the Smolny. The shipyard workers call the Smolny a training ship. The upper deck of the ship is being covered. (4)

14. The Neptun-Shipyard still builds lifting cylinders for salvaging the large wrecks which lie off the coast. The cylinders and salvaging operations will be paid for by the Salvage Bureau of the Government of Land Mecklenburg. (5) Lifting cylinders with capacities of 50 and 200 tons are built. They are fitted with valves for flooding and draining, and also with facilities for fastening the lift hawsers.

25X1 [redacted] Comments.

(1) For list of personnel and department strength see Annex 1. Except for Engineers Schlaack, Herzig and Gehrmann none of the shipbuilding engineers hold an engineer's certificate; they are only operating engineers. Except for master mechanic Jenning none of the master shipwrights passed a master's examination. The entire plant with a total work force of nearly 6,420 people on 8 January 1950 employs a total of 23 shipwrights in the shipbuilding section. They passed a journeyman's examination after an apprenticeship of three years. Seven of them are employed as foremen. For machinery and its condition in Department 107, see Annex 2.

(2) The report confirms known information on the drifters, and supplements them by technical details. It shows that the drifters are not built section-wise and cannot be termed welded ships. The building method on the whole corresponds to the usual procedure, except for those modifications which are the natural result of modern views and practical experiences made in dealing with such a big building order, delivery of deck houses, bulkhead walls, etc., partial assembly of individual ship sections, etc. Under these circumstances it is doubted whether the production quota of 80 drifters will be filled since the production method was not sufficiently rationalized. Other factors which have a delaying effect are the scarcity of skilled labor, as stressed in the report, and the inadequate mechanical equipment of the shipyard for shipbuilding. Most of the required material is delivered by West German firms. Thus, material for the Soviet armament is being supplied from the west, for the production of such a lot of drifters can only be explained by an acute requirement for auxiliary vessels, especially since most of the important fishing districts are to-day already being exhausted although drifter-building is only in its initial stage.

(3) Reports on the two destroyers Z 4 and Z 8 were previously submitted. See 25X1 [redacted]

(4) From the reports received to date it is inferred that the Smolny is not the submarine tender of the same name. She is allegedly a former Soviet mine layer which isto be converted to a training ship in the Neptun Shipyard.

25X1 (5) [redacted] Comment. The salvage firm Johannes Spiess in Hamburg (Hapag) converted some sections of submarine pressure hulls to lifting cylinders on the Rhine and was quite successful in salvage operations done with these cylinders. Since the Spiess Firm could not use these cylinders due to controversies with the British Disposals Group, they were offered for sale to the Seeagentur (Maritime Agency) in Berlin in May 1949. About two months later the Soviets refused the offer and returned the drawings. The lot consisted of 10 cylinders with a lifting capacity of 200 tons each and 20 cylinders of 50 tons lifting capacity. The Soviets were not interested in the latter from the very beginning. About October 1949, the Polish

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Mission in Hamburg showed an unexpected interest in these lifting cylinders. Martinecz, (fnu), of the Polish Mission said that the Polish Gdynia-America Line was interested. After about eight weeks however, the Poles also declined the offer. Lifting cylinders of this type were used for raising the SS Hamburg off Gassnitz, but floating docks of the Neptun-Shipyard had to be used for raising the SS Hansa which proved very difficult.

2 Annexes: 1. Leading Personnel and Section Strength of the Neptun Shipyard, Rostock.
2. Machinery of the Shipbuilding Shed, Department 107 of the Neptun Shipyard, Rostock.